configuration that had historically exhibited high HTO occurrences. This particular die forging configuration, for an aircraft wheel, was manufactured using standard 2014 and the new alloy composition of this invention. After the forgings were manufactured, they were inspected using a fluorescent die penetrant per ASTM Standard No. E1417, the disclosure of which is fully incorporated by reference herein. The small blisters and surface voids characteristic of HTO, often detected using this inspection technique, also detect cracks and other objectionable surface features. These copies of photographs, FIGURES 1 and 2 below, show the same forgings made from two distinct alloy compositions. Using an ultraviolet light, the fluorescent die-laced comparative forgings clearly display how these modifications to alloy composition (from known 2014 practices) clearly show a marked improvement in performance, i.e. significantly reduced occurrences of HTO-type 'blistering", or the numerous "white spots" in the right side wheel in both FIGURES 1 and 2.

In the claims:

In accordance with 37 CFR 1.121:

(a) a marked form version of the amended claims is presented in the "Marked Claims" attached to this Amendment; and

(b) a clean form version of the amended claims is presented below.